

Overlake Neighborhood Plan Open House Comment Sheet

Three alternatives have been developed for Overlake in 2030. Each concept builds upon the ideas that were generated at the May 2006 design workshop, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods.

I am a Redmond Overlake

14 Resident

2 Business Owner

19 Employee

4 Property Owner

7 Neighbor

5 Other: _____

The overall adopted vision for Overlake does not change across the alternatives; instead each alternative describes different ways to achieve the vision by 2030. In part, the alternatives differ by relating higher levels of investment in improvements such as parks and transportation to higher levels of development, and vice versa.

Your comments will help inform the City's selection of a preferred alternative for further evaluation. The preferred alternative will provide: 1) the basis for updates to the neighborhood plan and 2) determination of actions needed to implement the plan. It is possible to mix and match features from the three alternatives, provided that in the end the overall plan makes sense.

When you have completed your comment sheet, please return it to a staff person at the open house or mail to the address at the right by November 27, 2006.

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Overall

➤ Which overall 2030 alternative do you prefer for further evaluation?

1 Existing Patterns

4 Moderate

18 Ambitious

6 Combination of Moderate and Ambitious

☐ None of the above. If none, or another alternative, please describe: _____

The alternatives identify potential public investments in improvements such as parks and open space, transportation, streetscapes, and stormwater management in support of the range of growth alternatives for the Overlake Neighborhood.

➤ Do you support increased public investment in Overlake? *(Check a choice below.)*

11 Strongly support

0 Neutral

0 Somewhat disagree

6 Somewhat support

0 Strongly disagree

➤ What else is important for the City to keep in mind as it evaluates these alternatives?

Land Use

The alternatives show differing levels of development density and neighborhood character in 2030, including building heights that range from 3 to 6, or even up to 12 stories; new or infill mixed-use (residential over retail or office) or single-use buildings; and streetscape improvements.

- What level of growth through 2030 is appropriate for each of the quadrants identified below? *(Please indicate your preference by checking a box and adding any comments.)*

Area	Existing Patterns	Moderate Alternative	Ambitious Alternative	Comments
NE Mixed-Use Core (Group Health, Village at Overlake Station)	1	5	19	
SE Mixed-Use Core (Office Depot, Silver Cloud)	1	8	15	
SW Mixed-Use Core (Sears, Marshalls)	2	8	16	
NW Mixed-Use Core (Safeway, Yett Property)	2	7	16	
Employment Area (Microsoft, Nintendo)	4	6	12	

- Please indicate your preference on the following issues by checking a box and adding comments.

Option	Yes	Neutral/ Unsure	No	Comments
Allow buildings taller than the current limit of 6 stories in the Mixed-Use Core as an incentive for actions such as developer funding of public improvements or additional tree retention.	24	1	8	
If you answer yes, please indicate how tall: 7, 8, 8, 8, 10, 10, 10, 10-12, 10-12, 12, 12, 12, 25				
Link potential increases in zoning capacity in the Employment Area to transit improvements or additional opportunities to live in the area, close to work.	18		3	

- What is most important to you about street character? *(Check your top three choices, or write in other responses.)*

5 Wide sidewalks

5 Trees and other plantings

3 Street lights

3 Places to sit

1 Well-marked driveways

2 Retail buildings at sidewalk edge

8 Integrated transit stops

1 Wide driving lanes

3 Mid-block pedestrian crossings

3 Well-marked intersection crosswalks

1 On-street parking

0 Other: _____

Transportation

Each alternative is designed to enhance the pedestrian and bicycle environment, increase transit options, and improve the management of the existing transportation system. As the residential and commercial growth levels increase in each alternative, additional transportation projects and programs are added.

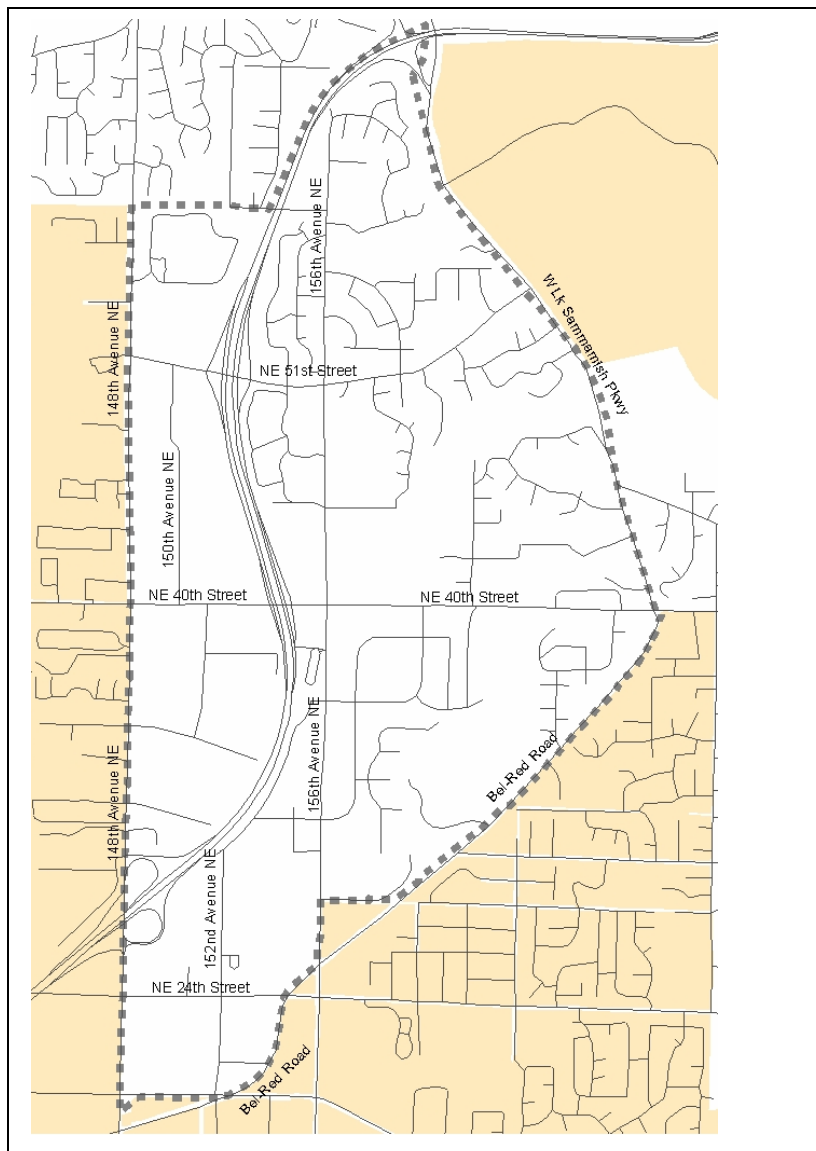
The City of Redmond has identified a number of potential non-motorized, roadway, and other transit projects that could be completed in these alternatives for 2030. Please indicate whether you think each of the following potential projects is a Top Priority, Good Idea, Bad Idea, or if you are Neutral/Unsure.

Potential Action	Top Priority	Good Idea	Neutral/Unsure	Bad Idea	Comments
New local streets in Mixed-Use Core (including NE 28th St., 151st Ave. NE, and NE 23rd St.)	4	14	6	4	
Mid-block pedestrian crossings on 152nd Ave NE and 156th Ave NE	2	17	3	2	
Complete missing bike lanes and sidewalks throughout neighborhood	14	15	3	1	
Multi-use pedestrian/ bike trail on NE 40th St., 156th Ave NE, and 148th Ave NE	7	11	7	2	
Multi-use trail on NE 26th St	1	11	14		
Grade separate SR 520 Trail at intersections	5	11	7		
Pedestrian overpass on 148th Ave NE between NE 24th and NE 20th St.	7	11	8		
Pedestrian overpass on SR 520 from NE 40th St. Transit Center to west side of freeway	12	6	4	2	
Redmond to Bellevue Arterial Bus Rapid Transit	8	13	3	1	
Overlake to Eastgate Arterial Bus Rapid Transit	7	14	3	1	
Residential parking permit program		5	10	8	
Reduce parking minimums for new development near transit stations	1	12	7	5	
Work with employers to create incentives related to parking pricing to encourage car pool, transit use	6	16	3	4	

- Are any projects or programs missing from this list? *(Describe below or use the map to the right to show locations of projects or programs.)*

- Which light rail transit alignment do you prefer in the Mixed-Use Core? Why? *(Check one choice below and use space below for comments.)*

- 16** 152nd Avenue NE
4 151st Avenue NE
7 Behind Safeway



- Which arterial bus rapid transit alignment do you prefer in the Mixed-Use Core? Why? *(Check one choice below and use space for comments.)*

- 13** 156th Avenue NE **17** 152nd Avenue NE between NE 31st and NE 24th St

- What is most important to you about parking in the Mixed-Use Core? *(Check your top three choices, or write in other responses.)*

- | | |
|--|-------------------------------------|
| 6 Easy access | 3 Attached to store/services |
| 1 Located behind buildings | 3 Serves a large area |
| 0 Located in front of buildings | 3 In a garage |
| 5 Convenient | 1 On the surface |

☐ Other: _____

Parks, Open Space, and Stormwater

Two of the three alternatives present options for public parks or open space, as well as regional treatment of stormwater. In some cases, stormwater treatment facilities could be integrated into the public open space system.

- Parks can serve a variety of functions. Which park functions are most important in the Mixed-Use Core? *Check your top three choices, or write in other responses.*

20 Gathering place

5 Water features

8 Community/teen center

15 Green space

13 Outdoor café/vendors

3 Aquatics center

3 Sports courts

8 Tot lot/children's play equipment

0 Skate park

2 Dog park

13 Trail connections

☐ Other: _____

- How would you prioritize the seven park and open space sites described in the Ambitious 2030 alternative?

Park	Top Priority	Good Idea	Neutral/ Unsure	Bad Idea	Comments
1. Larger public park	8	8	3	2	
2. Smaller park	5	9	5		
3. Retail plaza	4	11	2	2	
4. Stormwater treatment and park	9	9	4		
5. Smaller park	2	11	6		
6. Smaller park	3	11	6		
7. Stormwater treatment	3	10	4	2	

- A number of stormwater treatment options are possible in the Overlake Neighborhood; some or all of which could be combined to provide stormwater treatment for the Mixed-Use Core. *Please indicate how you'd prioritize the approaches to stormwater treatment and give any comments in the space provided.*

Approach	Top Priority	Good Idea	Neutral/ Unsure	Bad Idea	Comments
Site-by-site vault detention and water quality	3	8	6	3	
Regional pond detention and water quality	6	9	3	2	
Regional vault detention and water quality	2	10	4	2	
Integrated low-impact development	6	8	4	2	

Comment Sheet Responses

Q1. I am a Redmond Overlake other:

- Property Agent
- Planning Commissioner
- Former resident/planner
- Chamber member

Q2. Which overall 2030 alternative do you prefer? Comments:

- Ambitious, but not more than 6 floors – 12 is too high.
- Ambitious, but think we may have undershot commercial density and are unsure of how we achieved the residential density
- I think the Ambitious concept is the most compatible to light rail. It also makes sense when considering its proximity to Bellevue. Given the density envisioned and the regional nature of shopping activity for this sub-area of the OV, having a light rail station here is feasible. However, Redmond's Downtown may be de-densified if this area becomes the focus of growth. Perhaps, the downtown vision should be revisited and taken into consideration. Maybe a less dense downtown, with buildings no more than 4-stories is a good compromise, to make those residents of Redmond who decry the "urbanization" of the downtown happy, and make the OV area the more dense and urban part of the City. Downtown can have a character typical of Main Streets.
- I also believe that the OV area is the best location for higher density residential development because there is no water table problem so you can have underground garages going down 3 or 4 levels below grade. This allows a better site design, more residential units or building s.f., smaller building footprints, and building elevations that don't have 2 or 3 levels of garage above ground.
- Ambitious, if we're going to do something, it's best to go all the way, not do things incrementally
- Ambitious, Overlake could be like a downtown area
- Ambitious is realistic from a market demand point of view but lynchpin will be transportation
- Ambitious, want to see more density, multifamily residential
- I suggest a blend between the moderate and ambitious plans, especially as it relates to the transportation alternatives.

Q3. Do you support increased public investment in Overlake? Comments:

- Parks/public use places but development (i.e. housing/business) should pay for infrastructure they cause or need.
- Rail/bus routes can link employment centers to distant places, but neighborhood routes need to connect residences to shopping.
- Land use the same in residential, but make investments in parks, trails, bike-ped to serve residential zone.
- City should make infrastructure ready to go – construction of about ½ of the street improvements is desirable
- Concern with financial impact to community for public facilities (including stormwater, parks, and transportation). Growth should pay for growth and existing residents/businesses should not be impacted. Investments should be decided on through an open process from the beginning.

Q4. What else is important for the City to keep in mind as it evaluates...?

- Making this area less ugly and more accessible.
- Leveraging private investment in core area of Overlake.
- Streamlining land use & permit processing to facilitate investments in Overlake.
- Global warming, sea level changes, topography, earthquakes.
- Manageable growth, access to freeways, pollution, impact on NW character, availability of affordable housing.
- Keep neighborhoods protected from unwanted traffic and noise.
- Don't forget residential zone. Improve neighborhood parks. Improve sidewalks, bike lanes, ped crossings to encourage more Microsofties to leave the car at home. Safe bike connection from Marymoor to Bel-Red.
- Find ways to improve traffic flow to highways
- Time street lights so traffic flows North/South on 156th and 148th
- Preserve trees (old tall firs) on Group Health site
- Find ways to connect trails from Overlake to Crossroads (work with City of Bellevue)
- Light rail is needed to Microsoft ASAP to reduce traffic congestion
- To achieve or try to achieve a balanced growth in the Overlake Neighborhood for business, residential, commercial, public amenities and transportation services including infrastructure
- The City needs to prioritize and reduce regulations.
- Cost of required improvements is a concern; City should provide more
- There needs to be a clear policy direction about whether or not Redmond is committed to the light rail AND an understanding of its development implications. People who have not lived in cities with high capacity rail may not understand that this will entail high density development. My experience with long-time Redmond residents is that there is a negative impression of buildings taller than 4 stories, or high-density development. For the light rail to succeed, or even be feasible, there has to be adequate population to be served. Based on current settlement patterns in Redmond, you won't get enough ridership.
- Additional mixed-use space and increased public-use space is a great idea.
- The Crossroads area is nearby, and I think it would be a shame to create a public space that echoes that of Crossroads.

Q5. What level of growth through 2030 is appropriate for each quadrant...?

a) NE Mixed-Use Core Comments:

- Work with developers to keep old fir trees on site as much as possible.
- Important to be an urban center.
- Macy's likely to go
- Pedestrian amenities are needed. A small city park with children's facilities would be great!

b) SE Mixed-Use Core Comments:

- Moderate but with large parks and trails.
- Important to be an urban center.
- This will be influenced by what happens on the Bellevue side (Uwijimaya, Angelos)
- Really need a shuttle bus to frequently connect Overlake, Crossroads, Fred Meyer & Sears, 2 Overlake Transit Centers

c) SW Mixed-use Core Comments:

- Moderate but with large parks and trails.
- Already intensely commercial
- Important to be an urban center.
- Prefers something in between Moderate and Ambitious. Ambitious feels like there's too much stuff going on, although along with growth would come more people which could benefit retail.
- Would like to see redevelopment of this area
- Parking lot needs trees and benches; shelters and small shops would help pedestrians; need better pedestrian access on east side of property

d) NW Mixed Use Core Comments:

- Moderate but with large parks and trails.
- Already intensely commercial
- Important to be an urban center
- Challenge here is long-term leases that groceries get
- I really need some lighting on 151st Street at side of Safeway building

e) Employment Area Comments:

- Important to be an urban center.
- Will be market for Microsoft or others
- They can do their own development.
- Too populated as it is - traffic is a nightmare with the buildings that exists, don't add more office space.

f) Overall Comments:

- I think that all areas need to be consistent with each other and supportive/ interactive with each other to create a truly integrated community
- Thinks density for office/FARs look low – should consider an example like the Civica in Bellevue: 2.7 FAR
- With more development, low incomes are often pushed out – affordable housing should be a part of new developments
- It's important for daily services/stores to locate in the area
- Daycare is an important use to consider in zoning – all daily services should be accommodated
- Any additional growth should be linked to the provision of light rail or other transit options – traffic is very bad now and adding more people without improving commute options won't help
- Moderate land use overall is good
- Something between Moderate and Ambitious is good – like the retail portion of Ambitious, but not fond of the allowance of additional height, also concerned with transportation issues associated with higher density of Ambitious

Q6. Indicate preference on following issues:

a) Allow buildings taller than 6 stories as an incentive... Comments:

- Yes with reservations – in some areas (i.e. Group Health campus) where it won't negatively impact views/light patterns, etc.

- Don't give away any lifestyle turning whatever into a big city – yuk.
- We should allow taller buildings and shouldn't require funding by developers.
- Concern that greater height won't pencil out due to construction costs and land values
- From an urban design perspective, I recommend clustering the taller buildings (over 6 stories) along 148th Avenue NE, instead of in the neighborhood streets. 148th Avenue NE is a wider street, so taller buildings can be accommodated while maintaining a good street width-to-building ratio. If you locate the taller buildings in the neighborhood streets, they will be perceived to be taller because the pedestrian is much closer to the buildings.
- Could be extended from Group Health towards the freeway (already noisy there & height could provide more of a buffer from 520)
- Important for higher buildings to be mixed-use
- Would allow for great views
- Both sides of 152nd would be good for additional height – 152nd is a good corridor for that type of development
- Build high-rises by freeway only, except don't want to block view of Bellevue and Mount Rainier from Village at Overlake apartments (and future homes and apartments)
- 12 seems like too much, 6 is better
- If higher buildings were stepped back to the street it might be an acceptable concept, it wouldn't be as overwhelming
- If buildings were allowed up to 12 stories, there shouldn't be too many, which could make the streets seem narrow

b) If yes, how tall should buildings be?

- Not more than 12 – again, factor in views and light – no “tunnel” streets. Best 6 or less stories.
- The higher the better – should think towards future market: by the time redevelopment occurs, land values will be high enough that this type of development will be needed
- 4 in most areas but 8 near Microsoft and freeway

c) Link potential increases zoning capacity in Employment Area to...

Comments:

- This is necessary!
- 10-12 stories
- We should emphasize housing in this area.
- If site-by-site – reinforcing

Q7. What is most important to you about street character? Other:

- This is tough. All are important. Lighting is essential but really a given.
- Places to sit should be protected from rain.
- Bike lanes.

Q8. Indicate your preference on these transportation projects:

a) New local streets in Mixed-Use Core Comments:

- Have too many streets/alleys.
- For 151st, I prefer a ped/tram ROW to a tri-modal corridor.
- 28th already exists at Homestead Village

- There are too many street/stop lights too close together – stops traffic flow
- Addition of street grid is increasingly necessary as there are more people
- 23rd through Sears area would be OK but not east of 152nd.
- 28th may help, but only if 31st Street bridge is built across freeway
- Anything to relieve the gridlock around the Microsoft campus around 5-6pm would be very important, especially as they continue to add more employees than there are today.

b) Mid-block pedestrian crossings on 152nd & 156th Comments:

- Leaning towards “Bad idea”. Don’t want to block flow – too many “intersections” in a block defeat the purpose. Overpass maybe?
- Make it a bridge so traffic does not stop
- 156th and 22nd; Bel-Red and 21st; maybe at 22nd and 152nd for Silver Cloud residents

c) Complete missing sidewalks & bike lanes Comments:

- Bel-Red Rd at 4300 165th
- Make sure they connect to Bellevue
- Adding bike lanes is a no-brainer!
- Bike lanes that are separated by a curb would improve bike safety
- Safe walkways that go along driveways into shopping areas are also needed
- Bike paths are a must! – there seems to be a growing population that use this mode
- Strongly support any ped/bike improvements that make the area more ped/bike friendly – the little things can make a big difference
- Please repair existing sidewalks!

d) Multi-use pedestrian/bike trails Comments:

- Don’t let bike traffic impede or interfere with car traffic.
- Existing wide sidewalks & infrastructure should stay in place on 156th.
- Not needed, sidewalk is wide enough
- Striping for “wheeled” vehicles and pedestrians would help improve safety
- Need to designate walking and biking areas like at Alki to improve safety

e) Multi-use pedestrian/bike trail on 26th Comments:

- Not familiar with 26th

f) Grade separate SR 520 trail at intersection Comments:

- What is this?
- ?

g) Pedestrian overpass on 148th Comments:

- We need to take groceries from Safeway & Fred Meyer to bus stop.
- Should be ADA compliant
- Shouldn’t be built until Sears/Fred Meyer redevelopment – wouldn’t make sense to do the overpass first
- No one will use it. More important to make parking lots ped-friendly with trees, driveway sidewalks, and ped entries at street corners!
- May be unnecessary if Sears area doesn’t redevelop – it’s not worth it to go to the expense of this bridge if there isn’t something nice to connect it to

h) Pedestrian overpass on SR 520 Comments:

- Walk across on sidewalk at 40th Street.

i) Redmond to Bellevue Arterial BRT Comments:

- Low priority.
- How many stops would it have, compared to 253?

j) Overlake to Eastgate Arterial BRT Comments:

- Low priority.

k) Residential parking permit program Comments:

- Maybe
- Not sure what this is
- Must improve options, not limit people/cars

l) Reduce parking minimums for development near transit Comments:

- Maybe, probably
- Only if bus is getting used.
- Why do I pay for a parking place I don't use?
- Build more parking spaces, not less
- Need transit support
- Should consider whether transit service will be provided during times of emergency

m) Create incentives related to parking pricing Comments:

- Already done through TMPs.
- People will drive regardless of parking incentives – get mass transit in to reduce traffic but allow employers/developers to build ample parking
- Parking management ideas seem reasonable if light rail and other transit improvements are made – thinking about these parking management actions would help force the issue with employers, which might need to be done
- Incentives to get people to take non-SOV are good
- Work with employers to create more incentives related to telecommuting. More traffic is not the answer!

n) Overall Comments:

- These are my initial responses upon hearing/reading some of these options for the first time.
- Shared parking is key for mixed-use development
- Removing parking minimums doesn't matter – developers will build what they think they need
- Any roadway projects done should aid in improving flow

Q9. Are any projects or programs missing from this list? Comments:

- Not sure.
- Something to help traffic between 51st & 40th on W Lake Sammamish Pkwy NE.

- Sidewalks are not needed everywhere – bike/person paths would be better for jogging, etc. – More multi-use in less people areas.
- NE 31st St Bridge
- Microsoft Aquatics Center
- Bike-ped on neighborhood edges needs to be addressed. 148th at 520. WLSP at Bel-Red. Bel-Red (40th to 156th crossings). Bel-Red bike ped (WLSP to 156th) crossings of 40th.
- Bel-Red Road bike ped, ped crossings on Bel-Red (156th to 40th)
- Ped crossings between Microsoft and Cascade View Park
- Bike-ped on WLSP and Bel-Red
- Remove separate light for busses at Overlake Transit Center and redirect busses to common light at Overlake Transit Center. This removes stop light that is not needed. Also, add pedestrian bridge from Overlake Transit Center to Microsoft to eliminate foot traffic crossing 156th.
- Remove left turn from 156th to Bel-Red Road to improve traffic.
- A shuttle that runs between Crossroads and Overlake could serve residents – not sure if BRT would serve this function
- Concern about access management on NE 24th & its impact on retail
- If things become too congested, Redmond could consider changing 24th and 20th to a 1-way couplet – would need to deal with concerns related to access for retail/restaurants that might be impacted by this
- For on-street parking, 2-hour time limits are good but fees will cause an uproar
- Improvements to 520, 520/405 interchange would be helpful
- Favor speed reduction on 148th
- Some improvement should be made to the intersection of 152nd & 24th (difficult left turns) in any alternative
- Need better transit connections to Kirkland
- Transit route through Marymoor could require some improvements to the roadway through Marymoor
- Transit route through Marymoor could also face bottlenecks at the entrances/exits
- Continue the policies that encourage land owners to share parking and driveways. This allows peds/cars easy access to multiple stores without having to return to the street between each one. Crossroads needs to learn this!
- Concern with taking away lanes on 152nd: this could be okay if light rail attracts a significant amount of commuters, but if not, traffic will get worse here
- Shared parking is a really good concept for mixed-use developments
- Parking management actions should only be implemented if transit options are improved
- Direct, peak hour bus service to Bellevue, Issaquah and Sammamish Park & Rides. Current indirect services take too long and don't make sense for most.

Q10. Which light rail transit alignment do you prefer in the MUC? Comments:

- Aren't 151st & behind Safeway the same? We must keep 152nd Ave NE open as a major thoroughfare and access route plus "main street" pedestrian friendly core. Needs to be separate from light rail.
- ? Wherever most people are
- 151st to NE 31st to 156th to NE 51st to 520
- It should be on 520 corridor from Seattle, swing over to serve the urban center.
- Station near 24th

- 152nd is closer to Crossroads
- 152nd is central alignment in Overlake area
- Key is convenience – the location doesn't matter (if the choices are different by only 1 block)
- One opportunity for improving the Ambitious alternative is to move the light rail station closer to the OV TOD. This will encourage more ridership, since people using the local transit can easily transfer to the light rail, and vice versa. This may also mean more efficient use of land because buses can use the existing TOD lay-by's instead of having to assign new ones on the street where the light rail station will be located. Having said this, I recommend that the light rail tracks be located along 152nd Avenue NE, but overhead. (This is a compromise to my "ideal" alignment, which would go through private property, and have a station where the current bus turnaround in the OV TOD is.) Again, overhead tracks allow multiple uses for the same street, and keeps the negative impact of the trains on the main thoroughfare, where we want retail/commercial uses to cluster.
- 151st could have less impact to existing traffic because it is not used currently
- Behind Safeway is already noisy and placing it here would lessen noise impact to existing and future residents
- 152nd already has a good flow up to Microsoft and light rail would complement that
- Concerns with the amount of property acquisition needed for 151st alignment
- Likes behind Safeway, but of the other 2, 152nd seems more natural
- Concerns with property acquisition required for 151st alignment
- 152nd, Alignment already exists and light rail will help to further enhance the redevelopment of the corridor
- Whatever the alignment, should consider commercial buffers between light rail and residential – concern with noise impacts of light rail on residential
- Behind Safeway – keep the noisy trains near the noisy freeway!
- There is a definite need for light rail if there is more density in the neighborhood
- Alignment should be located close to the existing park and ride facility to aid those who want to commute to the light rail – parking could become a problem
- 151st: Allows street usage on 152nd.
- 152nd: Overlake Village proximity
- 152nd is closer to retail destinations and the hospital
- 151st is easier to get to
- Behind Safeway is slightly closer to where I live.
- 152nd: To be closer to the existing Overlake Park and Ride

Q11. Which arterial BRT alignment do you prefer in the MUC? Comments:

- Not quite sure, but bringing it down 152nd brings people closer to the core – on the other hand, buses create more congestion. Undecided at this point.
- ? Again, where more people/businesses
- Align with retail/housing core to eventually link with HCT.
- On 156th, have a straight path from 51st to 8th.
- Needs to connect to Crossroads (156th)
- Heavy usage forecast and evident on 156th.
- On 152nd better serves the retail area
- If the BRT alignment does not go down to 152nd, other Metro routes that stick to 156th should go down to 152nd to serve the Park & Ride

- 152nd is better as it serves a more dense area – otherwise, the service would bypass lots of jobs and restaurants
- Crossroads area seems very stop and go – could Redmond work with Bellevue on TSP or a bus lane?
- 156th is more direct but if there were data to show that 152nd would serve a lot of people, then would support that alignment
- 152nd gets the transit to where development will be
- If ridership increases on 152nd then deviate there, if not, keep it on 156th
- 152nd because buses should go to all park & rides possible on their routes
- 156th makes most sense to me
- 152nd: Overlake Village proximity
- 156th: Closer to Microsoft, which will probably be the main user.
- 156th is the most efficient route. This should be separate from the light rail line.
- 156th is closer to Microsoft

Q12. What is most important to you about parking in the Mixed Use Core? Other:

- Central garage through public/private partnership option that SB considered.
- Put where pedestrians & autos won't mix.
- Make parking spaces large enough for normal cars – compact spaces too small.
- Let the market decide.

Q13. Which park functions are most important in the Mixed Use Core? Other:

- Some overlap here.
- Neighborhood Parks need rehab, particularly lawns and sport courts
- Expand Cascade View Park (covered tables, tennis?)
- I strongly vote for the connectivity of open spaces, as shown in the Ambitious alternative. We are already doing this in the downtown, so I don't see any problems of doing this in the OV neighborhood area. These connections will not only improve pedestrian connectivity but also increase the amount of open space for the area.
- As a mom, like larger parks where you can play with the kids and keep their attention piqued for longer.
- Concern with trails going through properties – this could be a liability if people are walking through parking lots, could also impede traffic flow in some way
- Community/teen center important as there are lots of children in the TOD with no where to go
- Public art would help spruce things up, could reduce crime, encourage property owners to take better care of their property
- Public art at 24th & 148th could serve as a gateway to Overlake
- If a community center is built, should be marketed and used for many events and should be very high-tech
- Providing trail connections between parks/open spaces would help with circulation and also better connect the area – would provide an outlet for people to get out and meet others, form a cohesive neighborhood
- Trail connections are a very good idea – need to be sure they're safe and ensure pedestrian connections to parks
- Trail connections are a really good idea – people need a way to get out and use the open spaces
- Marymoor has good connections to other places – this could be an example

- Some space that could be activated with arts events, performances, etc. would be really nice and could draw a lot of people – examples: Seattle parks, Kirkland waterfront
- Small sports courts that are scattered around can help people get out for impromptu events – can help people get to know each other and improve the safety of the neighborhood

Q14. How would you prioritize the 7 parks/open space sites in Ambitious?

a) 1. Larger public park Comments:

- Nothing in the area!
- What is this? Doesn't see this being 2 acres – look to Denny Park as a potential example
- A large park should be conducive to families and include opportunities for sports
- Would like to see a “living room” for the community similar to Lake Oswego
- Bad idea – go to Crossroads Park

b) 2. Smaller park Comments:

- Small parks with amenities for children near multi-family. Open space, green near commercial
- Green gathering places with water works; promotes ped and social activity; include vendors and stage

c) 3. Retail plaza Comments:

- But Crossroads near.
- All buildings should have some small shops on the ground floor whether apartment, offices or big stores.

d) 4. Stormwater treatment & park Comments:

- Integrated approach best to accomplish both goals.
- Any sort of linear park or open space on Sears site is top priority
- Break up the Sears parking lot
- Should be careful with design – there are concerns with safety issues for this type of integrated facility

e) 5. Smaller park Comments:

f) 6. Smaller park Comments:

- Great for residents of Village Apartments as well as Microsoft and any new development users

g) 7. Stormwater treatment Comments:

- With train station

Q15. Indicate how to prioritize stormwater treatment approaches:

a) Site-by-site Comments:

- Vaults may be OK at times; ponds are much nicer and cheaper

b) Regional pond Comments:

- Not sure but leaning toward this if can incorporate it as a water feature.

- Integrate with parks.
- Transfer is a difficult process sometimes
- Has had bad experiences with detention ponds – finds they can attract rodents and/or vagrants, however this can be mitigated by not secluding the pond and surrounding it with activity
- A managed wetland is preferable to a traditional pond – this results in better water quality and higher aesthetic – can integrate the detention component
- Strong support for regional stormwater treatment – makes a lot of sense for stormwater and for land use considerations
- Should have this available for big storms

c) Regional vault Comments:

- Costly to build; dangerous if person or animal enters vault

d) Integrated LID Comments:

- Begin with low impacts to achieve balance between costs and efficiency.
- Some concerns with the ongoing maintenance of LID – is this something the City would take on? Would property owners be required to sign maintenance agreements? What if they aren't maintained well?
- LID cannot be a standalone method – should be combined with regional approach
- Green energy and insulation as well as storm mitigation

e) Other Comments:

- Doing all as natural looking & using nature to help any infrastructure.
- Like underground vault that allows additional use of the land and isn't an eyesore.
- At the end of the day, the least cost option is most preferable
- To the extent possible, stormwater detention vaults be used, if we are truly envisioning an URBAN residential neighborhood, as stated in the Ambitious alternative.
- Would prefer most whichever method came out on top in a cost-benefit analysis – should include maintenance, tax-base implications in analysis – should also consider a balance between cost and integrating these into parks
- Integrating these into parks could improve the wildlife in the area and provide a natural setting for new residents

Other comments:

- Too much presentation – not enough time to look & see & think about/do.

Parks, Open Space, Stormwater Station comments

- Restrooms within public spaces
- Covered spaces/shelter in parks
- Variety of green spaces (active & passive)
- Trails – transportation & recreational
- Make sure this area is good for families – make it good for kids!
- Save trees at Group Health
- Maximize density to make room for open space & keep trees (taller where there are no trees)
- Ponds need to be integrated – no concrete boxes – welcome public/park-like

- A minimum size should be set for the open spaces. When I read the word “plaza”, I think about the kinds of plazas we have in Redmond, which are privately-owned and too small to be of any significant useability for people in the community. IF we think these existing plazas are acceptable, then we should have more than 4, as currently shown in the Ambitious alternative.
- Parks and open spaces are a necessary part of redevelopment – would help to soften an area that is currently not very inviting

Comments from Sticky Notes on Graphics

Growth Levels for all Alternatives

- Whatever alternative – increase residential more than commercial – need a balance

Land Use Existing Patterns 2030

- Photo of Dairy Queen – This is ugly! Not in Redmond!
- Create ped/bike connections even at this level between Microsoft & commerce on 152nd

Land Use Moderate 2030

- Separate LRT off of 152nd as with Ambitious plan
- Identify and give preference for some kind of trail system that circulates around and through the area.
- Create connections!
- Photo in lower left is “really nice”!

Land Use Ambitious 2030

- Acquire and negotiate as much open space for public parks
- Density OK, 6 or below better
- 12 stories are too much! Overlake at 6-7 stories OK depending on topography

Street Sections

- Consider a 4 to 3 lane conversion in the “light” touch scenario
- Moderate photo on left is ugly! (ditto!)
- Pedestrian safety concerns for center HCT/LRT
- If light rail is not along this alignment, taking traffic lanes down to only 2 with a landscaped median/turn lane may not really be enough to handle the traffic, even though the median would look nice

Parks and Open Space Existing Pattern 2030

Parks and Open Space Moderate 2030

Parks and Open Space Ambitious 2030

- Park #1 needs to be active & passive & natural